

Ship Name: **LA TEMPERANCE**

Ship Type: **Containership**

Flag: **Togo**

IMO Number: **6719885**

Date of Action: **9/20/2022**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **Conarina**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

S & B Blessing LLC

Maritime Agency Inc.

Deficiencies: Code - Category

**15109 - Maintenance of the ship and
equipment**

**01108 - Load Lines (including
Exemption)**

Description

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and with any additional requirements, which may be established by the company. Due to the objective evidence in the identified deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM Code. PSCO's collected objective evidence that the Minimum Safe Manning Certificate is expired, the Load Line Certificate is invalid and the Caribbean Cargo Ship Safety Certificate Supplement is invalid and not updated with equipment currently onboard. Furthermore, Cargo Securing Manual requires securing devices to be inspected via routine visual examinations, periodic examinations and daily examinations while vessel is underway for damage and service as needed before and after each use. PSCOs collected objective evidence that the Cargo Securing manual is not being followed. In addition, the Master of the vessel is not following proper procedures for logging requirements as required by the SMS. An external audit conducted by the Flag is required to determine whether the ship is operating in accordance with the ISM Code. Provide a copy of the completed audit report to USCG prior to departure from port.

The International Load Line Certificate shall not be delivered to the ship until the officer or surveyor acting under the provisions of article 13 of the Convention has certified that the marks are correctly and permanently indicated on the ship's sides. Load Line Certificate does not have correct markings corresponding with the ship.